

# Tenth Anniversary Issue



# The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the Journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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# The Bottle Shipwright

Volume 11 Number 1

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FROM THE EDITOR  
LET GEORGE HELP YOU DO IT.....George Pinner

ON THE COVER The 10th Anniversary  
Painting by George Pinner

BACK COVER

## TABLE OF CONTENTS

From the Editor-Welcome New Members/Address Changes-----	2-
3 Masted Schooner "MMUD" Plans/History and Color plan-----	3-4
A Short History of SIBAA by Don Hubbard-----	5-6
Bibliography of Literature on Bottled Ships by Bob DeJonget-----	7-9
Membership list by Don Hubbard-1992/3-----	10-12
"All Hands" by Frank Skurka-----	13-15
Anniversary Letters from the Other Associations-----	16-21
From the Members-----	22-24
News release-----	25

the  
prez sez...

...ATTENTION ON DECK! THIS IS THE CAPTAIN!!



THAT IS ALL!

It was ten years ago that Don Hubbard passed the Presidency of the new born Ships-in-Bottles Association of America to me so that he could concentrate on getting out our journal, THE BOTTLE SHIPWRIGHT. And laying the title of Kai-Cho upon me we headed for Osaka, Japan and the first Japanese Ships-in-Bottles Exhibition and my first meeting with Mr. Juzo Okada, President of the Japanese Ships-in-Bottles Association.

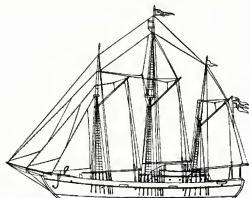
In the intervening ten years I have come to know and be associated with men and women dedicated to preserving, as Don Hubbard would say, "a venerable Nautical Craft" and I salute them for their untiring efforts that extend in many directions. We have had three very successful conferences, which have come about only through the dedicated efforts of members who wish to see SIBAA and its work flourish. Best of all we have made and become friends and hopefully we will make more friends as we head into our second ten years. THANK YOU! Don Hubbard for pulling all of us "bottleship loner's" out of our individual home "shipyards" and thank all of you builders who have come aboard to make SIBAA the great organization that it is. I will close quoting Mr. Juzo Okada who says, "Bottleships are friendships". And Ralph Preston, the squire of Winooski, Vermont .....

HIT THE BOTTLE

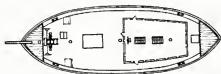
*Jack*



MAUD



V.L.-90



Three sealed fore-and-aft schooner NAUD

NAUD was the third polar research vessel of Roald Amundsen, the first and second ones being the GJRA and the FRAM. Launched at Vollen, Asker, near Kristiania (Oslo) 1917. Left Norway in 1918 for the Bering Strait via the North East Passage north of Siberia to start the drift across the North Pole area from there. The ship reached the Bering Strait after a tough struggle against the ice, but the planned drift across the polar sea could not be done because of the unusually difficult ice conditions.

The expedition lasted until 1925, however, and the results of the research done during the expedition were tremendous and extremely valuable. Amundsen, being a genius as an explorer but not an expert on his own account, went bankrupt, and the NAUD had to be sold at an auction. She was bought by the Hudson Bay Company and employed in various roles in the northern regions until 1932 when she was laid up. She still rests at the bottom of Cambridge Bay, Victoria Island, Canadian North West Territories. Her hull is in a surprisingly good condition, and there are plans to save her and take her back to Norway to be restored and exhibited at her birth place Vollen. The GJRA and the FRAM are exhibited at Bygøy peninsula, Oslo, not far away, and the NAUD would be wished heartily welcome home to join them.

<<<D>>>

Length: 120 ft over all, 96 ft 3 in at waterline  
Beam: 40 ft  
Draught: 16 ft 9 in  
Tonnage: 305 gross reg. tons  
Aux. engine: 240 hp Bolinder hot bulb engine

**Colour plan:**

Hull: White, deck pine, rail teak  
Anti-fouling: Black  
Deck house: White with wooden roof (deck), rail on top: White stanchions with teak hand rail  
Masts and spars: Oiled wood  
Boats: White  
Anchor winch: Green, anchors and chales black

## THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

A Short History by Don Hubbard

This story begins back in the murky mists of yesteryear. "The Dream Time" (as the Australian aborigines say)... Yes, back in the mid-1970s. At that time dedicated individual ship-bottlers worked away in solitude, building their bottled classics and wondering whether any other like-minded individuals existed on earth. No bond as yet united these reclusive beings, and the prospect seemed bleak.

Yet important changes were taking place, for in diverse locations around the globe, on three different continents, various independent ship-bottlers set out to document their silent art and thus thrust it upon the world stage.

In France, Max Truchi embarked on his work, "Bouteilles et Bateaux". In England, Jack Needham labored away on his "Modeling Ships-in-Bottles". Juan Okada, in Japan, was creating his, "Botarashippu No Himitsu", and the Dane, Per Christensen, was writing and illustrating his "Modelskibe I Flasker". And in the U.S.A. I was working away on my book, "Ships-In-Bottles: A Step-by-Step Guide to a Venerable Nautical Craft". As these books became available worldwide, interest in our art form began to grow. It was just a matter of time before an organization of bottle-builders came into being.

Such was the case. The original ship bottling group was formed in 1978 in Marseilles, France, by Max Truchi (mentioned above). Max designated the organization as an "International" association and even his limited membership reflected this, with builders in North America, New Zealand, Australia, India as well as Europe. As stated, there were not many names on the first roster - perhaps 30 in all, mostly French, but the well-known Jack Needham was among the members, and he did a good job of recruiting outside the confines of Europe. That was how I heard about the organization. Someone who had read my book made a visit to England, met Brother Needham, got the information about the international group, and then contacted me.

How could I resist? I contacted Max and joined up. That was in 1979 and because of the growing

number of non-French members Max was good enough to translate his newsletter, "Rose des Vents" (Compass Card) into English. His biggest problem was mailing outside of France. Through some quirk in the international postal scheme it was cheaper to mail overseas from the U.S., so in order to help defray costs I volunteered to distribute the English language version from California. This meant making Xerox copies from Max's Xerox copies which did not produce the best quality, but was workable. I was also able to expand the newsletter with comments gleaned from my own correspondence. As the publication circulated it acted as a recruiting device as well, so within two years the English speaking membership had increased to about 30 and Max gave me the option of setting up a separate North American Branch. This I did.

In 1982 I proposed to the San Diego Maritime Museum that they host an "International" Ship-in-Bottle Exposition. Dave Beierly, the new curator, gladly agreed. This was a very successful show for the museum, and a definite first in ship bottling. We advertised for input by sending out copies of the show prospectus wherever we thought we could attract builders, and ended up with over 130 models from around the world. Large numbers of isolated builders heard about us through this publicity effort, so the show resulted in another surge in membership to the North American Division. Not surprisingly this put us in the position of the tail that wagged the dog, relative to our French parent. No problem there, but administration, and especially newsletter production, was becoming cumbersome.

By then Jack Hinckley and I had been corresponding for many years, and Jack had come out to San Diego to help with the International show. Since I had him captive I broached the idea of a new and independent North American Association. I used a bit of light arm twisting and a strong Manhattan to successfully obtain his agreement to assume the presidency if I would produce the newsletter. And that is how the Association came to pass! We established the new group in January 1983 and immediately began the

production of our newsletter, Bottle Shipwright. (Our mutual friend, the late Harold Gile of Philadelphia, came up with the name.)

At the time membership was about 50 people, including all of the English speaking builders on my original mailing list. But "Mighty oaks from little acorns grow", and our membership is now tapping on the 400 level. Bottle Shipwright is being produced by its third editor (Alex Bellinger took it over from me for two years, and Ray Handwerker from Alex). As importantly we have had three widely advertised ship-in-bottle conferences, as well as exhibitions at various prestigious museums. Our group is listed in The Encyclopedia of Associations, a standard reference work in libraries, as well as in some "Society/Association" listings in the World Almanac.

Altogether it has been an exciting ten years and our growth continues. Let's hope that ten years from now our number will have quadrupled and we will have achieved still greater recognition. Let's also hope that our art-form becomes more readily accepted in modeling contexts (using Frank Skurka's SIB judging rules) and that more of our models become sought-after collectors items.

It has always been my opinion that a bottled ship is more likely to be around 500 years from now than most of the other models one sees. This is something we should all keep in mind when we are working. And this is the reason you must resist the temptation to begin building in plastic bottles. They melt and squash easily!



LE SCHENSTED/SOUNDBITE  
Hubbard puts the finishing touches on a model before slipping it into a bottle. He says the hobby requires neither patience nor delicate fingers.





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Compiled and printed by Don Hubbert,  
 Membership Chairman.  
 Your expression does indeed pay off!



calling  
**ALL HANDS** -- DONALD (DON) HUBBARD  
by  
Francis J. Skurka

Don ( some close friends call him "Hub") was born in New York City, New York, on January 15, 1926 and was raised in the borough of the Bronx, where he graduated from Theodore Roosevelt High School in 1944. That year the Bronx recorded the highest birth rate in its history. Demographers figured this was due to World War II, Quikie marriages and the ethnic/religious character of the area. Don says he had nothing to do with it.

Joining the U.S. Navy before graduation, he was accepted into the V-5 Flight Training Program and was sent to Brown University for three semesters, and then to the Navy Flight schools at Glenview, Illinois, Corpus Christie, Texas and Pensacola, Florida. On April 25, 1947 he received his wings and was designated Naval Aviator No. P 25359. Trained for multi-engine and Carrier based Heavy Bomber Attack and Reconnaissance Aircraft, he was assigned to a PBV ( Flying Boat) Squadron in Morocco. This unit being the first electronic surveillance group in the armed forces. Navigating missions over Russia and Yugoslavia, he flew constantly during the Berlin Airlift and in lighter moments was able to visit Venice, Rome, Berlin, Istanbul and Athens. Re-assigned to the Naval Air Station at Pensacola, Florida, he taught Meteorology for three years, attended the air photography school and became a photo reconnaissance pilot. Shipped out to the Far East to be assigned to various Aircraft Carriers, he flew AJ 2 "Savage" bomber aircraft. He was a Heavy Attack Pilot during the Korean War.

Returning to the States, he attended George Washington University, where he graduated with a Bachelor's Degree in Political Science. He flew from Anacostia Naval Air Station to maintain his flight status. With his Photography background, he qualified for the Air Photo Intelligence school at Jacksonville, Florida, where he studied, Radar Analysis, photo interpretation and specialized Air Electronics Warfare, including Radar bombing. Before, during and after the " Bay of Pigs Operation " he flew photo reconnaissance flights over Cuba and was then attached to the Staff of Rear Admiral E.J.O'Donnell at Guantanamo Bay, Cuba, during the Cuban Missile Crisis, where he served first as Air Operations Officer and later as Air Intelligence Officer, staying in that billet for two more years. Following duty in Cuba, he was sent to the Naval War College at Newport, Rhode Island, and then worked at the Defense Intelligence agency as a briefer and reconnaissance specialist. Volunteering for Vietnam, he served on the staff of General William Westmoreland ( theater Commander) in Saigon, his final duty station. Retiring from active duty in 1967, he had served 24 years and attained the rank of Commander.

Settling in Coronado, California, he opened a Scuba Diving School, and as an instructor, certified thousands of people in ocean diving.

Always interested in things Nautical, he spends a lot of time canoeing and kayaking in and around the waters of Southern California and the bays. In 1981, he wrote a book, " The Complete Book of Inflatable Boats " published by Western Marine Enterprises.



Don at work "standing up".

He is currently working on two other books: "the How-To Book of Nautical Arts & Crafts" and "The Concealer and Kayakers Guide to San Diego County & Nearby Mexico", which are scheduled for publication in the near future.

Don attributes his interest in Ships-in-Bottles to his father Ernest, "whose curiosity and interest in everything inspired me to attempt to build my first S.I.B."

In 1960 while stationed at Guantanamo Bay, Cuba, during the "Missile Crisis" the dependents of military personnel were evacuated and the service men doubled up to share expenses and quarters. A doctor and a dentist moved in with him and they became friends. In 1969 the doctors wife asked him to build a ship in a bottle for her husbands birthday. He told her he didn't know how, and she retorted "you navy people know how to do anything". He built the model and has been at it ever since. In 1971 he wrote "Ships-in-Bottles", published by McGraw Hill in New York. Re-published in England by David & Charles LTD and later translated into German by Verlag, Berlin, Klammer. He has also written many articles on Ships-in-Bottles for magazines and newspapers, and has appeared on Radio and T.V.

In 1978, a Ships-in-Bottles Association was started in Marseilles, France. Don found out and gathered many builders in the United States who joined "Bateaux en Boutelles" of the North American Division. In 1982, he co-founded the Ships-in-Bottles Association of America with Jack Winkley of Coropolis, Pennsylvania and assumed the duties of President and Editor of the quarterly journal "The Bottle Shipwright". Jack Winkley later became President and Don continued as Editor until 1985 when Alex Bellinger of Newburyport, Massachusetts took over. Don is still active as associate editor of the journal and serves the association as Treasurer and Membership Chairman.

Also in 1982, he organized the first International Ships-in-Bottles exposition in San Diego, California on board that city's Maritime Museum, the square rigger, "The Star of India". Tens of thousands of people visited the exhibit. In 1983, he was an invited attendee with Jack Winkley, to the second International exposition, sponsored by the Japanese Ship Bottlers Association in Osaka, Japan. Don was the initial speaker at the first Ships-in-Bottles Association of America conference at the Charlestown Navy Yard in Boston, Massachusetts in 1987. The following year he started "Sea Eagle Publishing Co. and published the second edition of "Ships-in-Bottles" which was a completely revised edition of the first book. A good deal of additional information, such as an extensive bibliography of written materials in ships-in-bottles in all languages, lists of Ships-in-Bottles Associations world wide, appendices on model photography, sailing and packaging bottled models, is contained in the revised edition.



**ALL NAMES (continued)**

Don is the only one I know who builds his models "Standing up". Due to the pleasant climate in Coronado, he works in his back yard.

He built a stand up work table with a large Rot dog Stand type umbrella, which can be moved around to cut the bright sun. Fitted with electric outlets, the work table is level at chest height (49") and the work stand is 6" for a total of 55", so he doesn't have to bend. He doesn't like to sit when working as it reduces mobility and is fattening (he says).

When Juso Okada visited from Japan to see the Ships-in-bottles show in 1982, he remarked "That it would be difficult to work in a place where the outdoor weather is so good". Don never builds the same model twice, because he doesn't like repetition, and besides it keeps the model building "new and exciting".

A "nervous Nellie" with a curious nature, he tries new methods and techniques whenever possible.

Don says "the enjoyable thing is you can improvise as you go along, it's not just the doing, there is room for further exploration. The adventure lies in discovery and excitement stems from new ideas which can be found in a quiet hobby such as building a ship in a bottle".

His advice to all ship bottlers is "leunch sa!".

Writing limericks, a painter in water colors, he also enjoys photography, dancing, fishing, canoeing, kayaking, scuba diving, eurfing and searching the back roads of the fascinating Baja Peninsula.

His children are Chris, Lauren, Leslie and Cameron. He has three grand children.

There is an ex-Navy pilot  
say's ship bottling is my lot  
I stand as I model  
my eye on the bottle  
to make sure the ship  
falls not.



**A model of the country's official tall ship, the Coast Guard Barque Eagle**

Dear Jack,

I write on behalf of all Members of the European Association of Ships in Bottles to congratulate our American counterpart on achieving their tenth Anniversary. Those of us whose knowledge of organised S.I.B. activity throughout the world can be traced back to the Marseilles origins, and Max Trucchi, have witnessed the phenomenal growth of interest in our superb craft.

We commonly refer to ship in bottle making as "Craft", well aware that the term "art" is also widely used. This is evidenced constantly in the astounding and mind-boggling works which emanate from the workshops of enthusiasts world wide.

Without the organised Associations, activity would still continue to flourish. Yet, it can be said that the instigators - Max Trucchi in particular, have a lot to answer for!! Without being able to quote precise dates it is believed that he was the prime mover somewhere back in December 1977, in Marseilles, when Membership fee to his Association (Bateaux en Bouteilles) amounted to 50 francs.

The magazine which served to hold the membership together was distributed under two titles viz. "Rose des Vents", in French, and "Compasscard" in English. John Burden, a past President of the EASIB seems to remember attaining Membership sometime in early 1979. It was around that time that the late Aubrey Dunning, an Englishman resident in Holland, took over Editorship of "Compasscard" with issue 2/1980, as, by then, Max was having difficulty and needed help.

With Jack Needham as President, our Association weaned away, gradually severing the French connection, and by mid 1984, "Bottleship" was born. Jack Needham was President from August 1983 until his death in 1984 when John Burden became President and Editorship of the magazine was taken over by myself for three complete years - thence to Presidency, with Harold Hunston as Editor, who was in turn succeeded by Bernie Palmer our current Editor.

With the passage of time and with no formal records kept, I must admit to lurking doubts as to strict accuracy regarding dates, and it is for this reason, mainly, that I have sought to establish the post of Archivist within our own organisation. Barry Young, one of our highly organised Members is instigating precise records from this moment forward.

Jack! We congratulate you and those concerned with the past establishment of the EIBAA - its growth and influence on the Craft itself, and long may all of you flourish.

Yours sincerely,



President European Association.

## JUZO OKADA

39-1, 1-chome  
Nagai-Ingoshi, Sumiyoshi-ku  
OSAKA 558  
JAPAN



The Japanese Ships-in-Bottles Association

### M e s s a g e

On behalf of Japanese ships-in-bottles Association, I would like to extend my sincere best wishes and congratulations for the Tenth anniversary of your association to you.

I remember the First International Ships-in-Bottles Exposition on the board of "Star of India" in San Diego in 1982 which was held by your ex-Gas Cho Mr. Don Hubbard, and it had been held for P.B. of the newborn SIBAA by him. We have taken part in it with 75 pieces of our works, and I visited with our nine members there. We have been deeply moved by his wonderful hospitality.

In the next 1983 we also had the First Japanese International S/B Exposition in Osaka and had a great success. We have been delighted with a great number of participated your members' masterpieces. One also visited to Osaka with present Kai Cho Mr. Jack Hinkley and we had very good time for a few days, too.

As such both you and we are tied to each other with warm friendship and good cooperation since the first time. We have always interchanged the information and the newsletters each other. Although our Japanese way of the making S/B are different from your Western way, but it is sure that the works will give and take good effect each other.

A few years ago, I have received an interesting letter from Jack as usual, and the letter concluded as follows "BOTTLESHIP EQUALS FRIENDSHIP". what a wonderful phrase it is! Let us more study and more enjoy our favorite art together!

On behalf of all of the members of Japanese ships-in-bottles association, I heartily wish The Ships-in-Bottles Association of America will have more development and more prosperity for the future.

President Japanese Ships in-Bottles Association

Juzo Okada



Luebeck, Dec. '92

CONGRATULATION

Respecting the tenth jubilee of your association I like to send  
you my best wishes, also in the name of  
the German Shipbottlers Guild (DSG).

Ships-in-bottles always have been a link of understanding  
between the shipbottlers all around the world,  
and so we hope that we can build up a better cooperation  
in future, disregarding the long distance.

In addition we wish your president,  
Mr. JACK HINGLEY, that he maintains the force to precede  
the SIBA successfully and engaged power  
in full filling this job.

The members shall have much fun building their masterpieces  
and always half a bottle of good stuff under the working-table.

Gerhard G. Herrling (DSG)  
Editor of the BODELSCHIFF-EXPRESS



# WELKOM AAN BOORD



In 1985 the Dutch Members of the 'European Association of Ships-in-Bottles' met for the first time. That was in the 'Wieluwe Museum' in Harderwijk. Fourteen of the seventeen members were present. At that meeting Bob de Jongste suggested to send a quarterly 'letter' to the members; in Dutch and containing Dutch Ship-in-Bottle-News. This letter grew to a small magazine, by the name of: 'Welkom aan Boord'. Starting with 'U.e.B.' 91-1 I took over the editorship. Since 1985 the number of subscribers has grown to seventy-six and is still growing. More and more people discover the beautiful and unique hobby of making 'Flesseschepjes' (i.e. the Dutch word for Ships-in-Bottles) So it is in America. These ten years of Ships-in-Bottles Association of America have proved it. Let me know what they can do in their spare time and find each other in a hobby through an association; YOUR ASSOCIATION!

Dear members of the 'SHIPS - IN - BOTTLES ASSOCIATION OF AMERICA', may I, on behalf of the Dutch makers of ships-in-bottles associated through the magazine 'Welkom aan Boord' congratulate you with the 10th anniversary of your association. Wishing you lots of years more to come.

'Patience is the key to a bottleship'

Met vriendelijke flensagroet,

*Laus de Haan*

Hans de Haan, editor of 'Welkom aan Boord'



Mériel, December 9th 1992

Dear President,

The French "Association Bouteux en Bouteilles" is pleased to note that the "Ship-in-Bottles Association of America is going to celebrate soon its 10th birthday.

When the founder of our Association: Max TRUCHI registered it, on the 18th of October 1977, in the Prefecture of Marseille, he declared that its objective is "to keep up and develop the old sea-born tradition of ships-bottling".

When his Association grew up too quickly and too much chiefly because of numerous new-coming members from America, he was obliged to ask Don HUBBARD as the other correspondents of England, Japan, Germany to create their own association.

The U.S.A. being greater in population and surface than France, their Association has of course a greater number of members than ours, but all the members of all the world over keep obeying Max TRUCHI's objective, and, as the ancient ships-bottlers' works, theirs show their skillfulness and their taste of beauty.

We wish you a long life with more and more members and more splendid masterpieces.

Our heartiest congratulations.

For the President CHAQUELIN  
the secretary-treasurer:



Phoenix  
Publications,  
Inc.

PO Box 120, Cedarburg, Wisconsin 53012  
414 377-7666

July 15, 1992

Jack Ninkley, President  
Ships-In-Bottles Association of America  
403 Atherst Avenue  
Ceresopolis, PA 15106

Dear Ships-In-Bottles Association of America:

One of the most unique forms of model ship building is putting ships in bottles. It is an universal art form and hobby that has been around for hundreds of years.

Congratulations to the Ships-In-Bottles Association Of America on your 10th anniversary. Your contributions to ship in bottle building have been invaluable.

Sincerely,

Jeff Thompson

MSB Editor

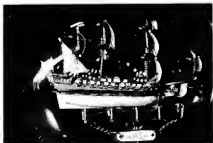


- During my most recent attempt to make AT & T a little richer by calling Don out in California, he brought up something I should have thought of, i.e. how about using some of the comments that the new members make on their applications. CLARENCE NOLLENCAMP of St. Cloud Minn. thinks it would be an interesting hobby. JEFF HUTCHINSON of Atlantic City N.J. is just learning. JOHN BREEN of Worcester Mass. has no experience bottling ships, though he has built other models. GERARD MILNE of Oceanside N.Y. said pretty much the same thing. PETER TORRIONE of Norwood N.J. and ROBERT WOLCOTT of San Francisco Ca. just signed on without making any comments. JAMES HOWARTH of Orrville Oh. found Don's book extremely helpful in getting started. (no surprise there) but "sometimes frustrating" ??? Just wait until you graduate to dioramas in bottles, then you will know the true meaning of frustrating. I sometimes think that there should be a Surgeon General warning on all glass containers. "Warning attempting to put a ship or other artistic object in this container can be habit forming and may result in an incurable addiction". WILLIAM HIEHAUS of Cincinnati Oh. who has built 60 over thirteen years, exhibited and won three awards can attest to being unable to say no to the challenge. SANDY PIERSON of Auburn New Hampshire has been hooked for over 23 years. There's no hope for Sandy. PAUL STANSEL of Fitchburg Ma. and JOHN MACDONALD of Calgary Canada are now incurable addicts of this hobby. Hey guys how about some pictures of your work for a future issue ? STEVE SMITH of Castle Rock Co. thinks that because he is only interested in ships built between 1860 and 1905 that he is safe and can quit any time he wants to. KEVAN SODERBERG of Cedar Ma. Likes the high he gets from building. He even searched out Hubbards book, one of the prime causes of this addiction. Well welcome aboard guys, we have a conference every couple of years, hope to see you at the next one. And Paul Stansel- yea there are back issues available from Saul Bobroff who's address is on the inside of the front cover. Kidding aside- it is a gratifying hobby- and one of the major rewards comes when someone you have just showed your latest or best work to says "oh I could never do that , I don't have the patience" or "you mean you don't cut the bottle , you put it in through the neck ?" So - drop me a line or a picture along with the permission slip and I will be happy to put your work in the bottle shipwright. Nancy and I recently had Frank and Helen Skurka visit us for a couple of days while they were in Florida visiting family. And guests who bring sushi and saki are always welcome. Loved it. Frank, hope you will come back again when you can stay longer. Wish the weather had been better though. Glad you got back in time to shovel snow. Frank---- Whats snow?????????. With all that cold I'll bet you are ready for a proper cup of coffee from a proper copper pot. Any of you Andrew's Sister's fans remember that little ditty. JOHN PLAYFORD of Newcastle Australia sent in the following photo of his latest effort the Americas Cup Challenger " GRETEL " which is now serving as a dive charter boat operating out of Queensland Australia on the outer barrier reef. John used Gerhard Merrill's method of making the spinnaker. John I hope you don't mind that I used the photo of your work area. It looks just like mine and George Pinters. and you know exactly where everything is right? -- Right !.





FRIEDO FLOSSNER of Jena, Germany sent in these photo's of his latest work the "Waea". In a very small blown glass bottle with a 65 mm neck I.D. The model is made of maple and Walnut. The hull is in four sections, total number of pieces for this fine minature is 523. Mast are made of bamboo. Rigging is made from broom bristles. Thank you Friedo for the photo's and description of a very fine model and job well done.





John's Shipyard with "Gretel" on the ways. The work area is a sure sign of a ship-in-bottle addict. So that's where my scissors disappeared to. Don't worry John they looked just like mine, oh well I'll have to dig a little deeper.



Alex Bellinger's "Ingomar #10". Beautiful Work Alex.



South Street Seaport Museum  
207 Front Street  
New York, New York 10038  
Telephone:  
212 669-9400

JANUARY 10, 1993  
PLEASE PUBLISH,  
ANNOUNCE, OR POST.  
FOR MORE INFORMATION,  
CONTACT MODEL FESTIVAL,  
EDUCATION DEPARTMENT  
(212) 669-9400

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- THOSE INTERESTED IN SELLING MODELS THROUGH THE MUSEUM SHOPS AT  
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- FUNDED IN PART BY THE FOLK ARTS PROGRAM OF THE NEW YORK STATE  
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THE SOUTH STREET SEAPORT MUSEUM preserves and interprets the  
history of New York as a world port, a place where goods and  
labor are exchanged and where people of diverse communities  
interact.



South Street Seaport Museum

207 Front Street  
New York, New York 10038

Telephone:  
212-669-9490

JANUARY 20, 1993  
PLEASE PUBLISH,  
ANNOUNCE, OR POST,  
FOR MORE INFORMATION  
CONTACT KATHLEEN CONDON  
EDUCATION DEPARTMENT  
(212) 669-9400

SOUTH STREET SEAPORT MUSEUM & MARKETPLACE HOSTS  
NEW YORK SHIP AND BOAT MODEL FESTIVAL, AUGUST 7-8, 1993

Over one hundred model boat builders will descend on Pier 16 for the South Street Seaport Museum's 3rd Annual New York Model Ship and Boat Festival on Saturday and Sunday, August 7-8. This festival, known for size, quality, and diversity, will include demonstrations and displays of both working and static models from across the nation. Visitors will see working models in action in the festival pond. Future model builders will not be overlooked: between 2 and 4 p.m., children can make their own fanciful, floatable mini-ships. Event supported in part by the Folk Arts Program of the New York State Council on the Arts. Collaborating model clubs include: Central Park Model Yacht Club, Empire State Model Mariners, Ship Lore and Model Club of New York, Ship Model Society of Northern New Jersey, and the South Orange Seaport Society.

To display a model you've constructed yourself, call or write for a registration form (Kathleen Condon, Adult Program Coordinator, South Street Seaport Museum, 207 Front Street, NY, NY 10038; 212-669-9400.) Registration deadline is July 24.

No direct commercial sales are allowed at the festival; however, participants may distribute business materials. Those interested in selling models through the Museum Shops at the Festival call Joe Meny at 212 669-9495.

New York Model Ship and Boat Festival, Pier 16, August 7-8,  
1-5 pm.

## Cedarburg Cultural Center

W62 1546 Washington Avenue • P.O. Box 84 • Cedarburg, Wisconsin 53012 • (414) 375-3676

Managed by the Cedarburg Corporation

### NEWS RELEASE

#### CEDARBURG CULTURAL CENTER ORGANIZING EXHIBIT OF GREAT LAKES SHIP MODELS

November 15, 1992

The Cedarburg Cultural Center is currently organizing a juried exhibition of scale model Great Lakes ships and invites all model builders from throughout the Midwest to participate. Tentatively titled "Great Lakes, Small Craft," the display will be presented in the West Gallery of the Cultural Center from Sunday, June 6, through Sunday, August 29, 1993. Approximately 30 to 40 models are being sought for this presentation.

Builders interested in participating should send a written description of the models they would like to show, along with a slide or photograph of each one, to the address below by April 1, 1993. Written descriptions should include the name of the vessel, date of its construction, year the model was built, materials employed, dimensions, source of plans, and references consulted. When all entries have been received, selections will be made by a panel including Richard Young and Scottie Dayton of Manitowish, Jerry Queather of Hartland, and Jeff Phillips, editor of Model Ship Builder magazine, of Cedarburg.

Models chosen for the exhibition will be fully insured by the Cedarburg Cultural Center while on the premises. If model builders are unable to deliver works to the Cultural Center, every effort will be made to arrange pick-up and return by Center staff. In these instances, the Cultural Center also will insure works while in transit. Models should be in display cases.

For further information regarding the Cedarburg Cultural Center's exhibition of Great Lakes ship models, please contact Bob Teake, Director, Cedarburg Cultural Center, P.O. Box 84, Cedarburg, WI 53012 or call (414) 375-3676.

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Please fill in in ink. You may photocopy for additional materials or contact the editor for additional forms.



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